

THE EVENING STAR

With Sunday Morning Edition.

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THEODORE W. NOYES, Editor

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The Democratic Leader.

Mr. Bryan keeps an eye on Congress, and comes to town whenever convenient. When not in town he is in touch with the situation. His friends here make it their business to advise him of all interesting gossip relating to legislation. In this way the Congressional Record is supplemented, and through the Record and his friends Mr. Bryan gets all the information necessary to his position as the head of his party.

That headship stands confessed in many things, but in nothing more plainly than in the defence shown the man when in Washington. He is quite a belle, indeed. Friends flock to him for counsel. Opponents give him respectful greeting. When he appears and is pointed out strangers are all eyes for him. He is first, and the rest nowhere.

When Mr. Bryan took his seat in the Senate gallery Tuesday the debate was calling into action men of prominence on both sides of the chamber. Everybody was at attention to the deliverances, and the speakers were most animated.

But in a moment all was changed. As soon as the whisper went round that the democratic leader was looking down on the floor, all eyes sought him out; and as soon as he was fixed he became the center of a steady gaze. It was Mr. Bryan's meeting from that instant.

It is this drawing power of the man which gives such a tang to some of the gossip about Baltimore. Those who hope to see him the coming week at the convention look to it for the fulfillment of their hopes. They count upon the effect on delegates and gallery visitors alike when the Blackwater orator walks to his seat in the convention hall, or mounts the stage at some exciting moment of the chamber, and begins an address. Will not all eyes be fixed on him then, and all lung power brought into play in his honor?

It is not charged that Mr. Bryan is now arranging a program for his own benefit; that while speaking from the Clark boom and the Wilson boom, he is secretly rehearsing a scheme for putting both booms out of business and introducing a boom for himself at the proper moment. But he will be in attendance as a delegate, and his part in the convention's work will necessarily be conspicuous, and there will lie the danger to all the booms in evidence unless one of them has come to town with the two-thirds vote required for success.

As a great national force and figure Mr. Bryan is bound to be a convention stampee. History may repeat itself, but it is not impossible for the Baltimore convention of 1912 to record itself as did the Chicago convention of 1866.

The Olympic's Trouble.

The strike of stokers which prevented the sailing of the steamer Olympic, sister ship of the ill-fated Titanic, carries a significant lesson. These men refused to start because the substitute stokers began hastily put on board to take out the original equipment were not believed to be seaworthy. When this point had been satisfactorily settled certain union issues arose and the ship was finally returned to her dock and her ready sailing was assured.

Seafaring men may have acted stubbornly, but they pointed the way to get results. If passengers looked as thoroughly after the details of the equipment on board steamships a higher standard would be maintained.

The Olympic's trouble was the discovery of the south pole would have been served upon the management. When disaster befalls there is a great outcry, and then perhaps remedies are provided and reforms are instituted. Intelligent observation and prompt response on the part of those most interested might bring about the same result.

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Probably from the point of view of service, there is no occasion for doubling the force, for one man can save on the largest liners, handle all the commercial business offered. As far as the wireless company is concerned, passengers are concerned or the receiving of messages from shore for sale on shipboard the instruments need not be worked all night. But as far as the ship is concerned there should be no moment when the vessel is not in condition to send or receive messages from other vessels or from the shore as circumstances control. It is possible that if all the ships plying through the ice-choked waters off the Nova Scotia shores on the night of the Titanic disaster had had two operators on board, the wireless equipment most, if not all, of the Titanic's people would have been saved.

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After all, the discovery of the British Board of Trade may prove more important than the discovery of the discovery of the south pole would have been served upon the management. When disaster befalls there is a great outcry, and then perhaps remedies are provided and reforms are instituted. Intelligent observation and prompt response on the part of those most interested might bring about the same result.

Colleges for women are including more in their curriculum. This insures a brilliant prospect for the fashion page of the future.

Assertions that there is nothing to arbitrate are usually found to have been based on incomplete information.

The annual campaign for the destruction of the house fly and the mosquito has been declared formally open.

The Pay of Wireless Operators.

Some interesting testimony has been given in the Titanic inquiry now being conducted by the Senate committee relative to the duties and pay of wireless operators on board transatlantic liners.

These men, it appears, draw an average of \$100 a month, but some of the wireless company, which provides the instrument, and maintains the service for the sake of the commercial messages dispatched, while the steamship companies board the men in return for the use of the service for their own purposes of navigation.

Thus to the steamship companies there is no expense other than the cost of the operators' food. It would seem from the facts of these facts that there is no possible excuse for not having two operators on board every ship, certainly the expense to the navigation companies is trifling, while the wages that the wireless companies pay are small enough in all reason to justify doubling in every instance in order to make sure of getting the best men to man up to the lookout.

Probably from the point of view of service, there is no occasion for doubling the force, for one man can save on the largest liners, handle all the commercial business offered. As far as the wireless company is concerned, passengers are concerned or the receiving of messages from shore for sale on shipboard the instruments need not be worked all night. But as far as the ship is concerned there should be no moment when the vessel is not in condition to send or receive messages from other vessels or from the shore as circumstances control. It is possible that if all the ships plying through the ice-choked waters off the Nova Scotia shores on the night of the Titanic disaster had had two operators on board, the wireless equipment most, if not all, of the Titanic's people would have been saved.

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